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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 18. CLEVELAND, O., APRIL 30, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Captain J. E. Gotham has arrived to fit out his schooner, the J. Burt.

The schooner Venus, Captain Carter, is very busy in the limestone trade between this port and the Islands.

The river customs office was opened on the 27th inst., with flags flying and the old corps of officers at the desks.

The schooner Francis Palms, recently purchased by J. C. Gilchrist, of Vermillion, is receiving considerable repairs.

The schooner George W. Davis, after receiving a new fore and mizzen mast at Radcliff's yard, will load a cargo of coal for Escanaba.

On Saturday the tug American Eagle, of this port, ran onto the wreck of the old schooner Exchange at Kelly's Island and became badly damaged. She went into Globe Drydock Tuesday for repairs.

Edson & Nicholas, of Vermillion, have a new tug, built by H. D. Root. She has been named J. L. Wylan. Gross tonnage, 13.53; net tonnage 6.76. She has the boiler and machinery formerly in the pile driver Jennie Green.

Jas. D. Kirby, for the last two seasons chief engineer of the Robert Wallace, has been appointed chief engineer of the viaduct by Mayor Gardner. Mr. Kirby was assistant engineer on the viaduct, under Mayor Herrick.

The Saginaw Valley will ply in the passenger and freight business between this port and Bay City, leaving every Tuesday at 8 o'clock p. m., from the dock of J. W. Brett, and the Sanilac, of the same line, will leave every Friday at 8 o'clock p. m. with all heavy freight for intermediate points.

Samuel Nesbitt, an old lake engineer, has just died at Buffalo. He was chief engineer of the floating palaces Crescent City and City of Buffalo, in the palmy days of side wheel steamers, and was very well known and liked among the steamboat men, and was noted for his generosity. He was a brother-in-law of Local Inspector T. Fitzpatrick, of this city.

The following tonnage has been chartered: H. B. Tuttle, Jarvis Lord, and Butteroni; schooners Kingfisher, C. G. King, Frank Perew, and Teutonia, all coal from Cleveland to Milwaukee at 65c; propellers Havana and Sparta, and schooners Genoa, Champion, Verona, and Helena, all coal from this port to Chicago at 70c. The following engagements have also been made for coal from Cleveland to Marine City and Bay City on private terms: Propellers H. S. Hubbell, M. Sicken, and Otego, schooner Commodore, and barge St. Joseph. The barge J. F. Warner takes coal from Lorain to Port Huron at 35c. The schooner Zach Chandler is also loading coal for a Lake Huron port. Freight movements are generally livelier.

The Globe Drydock has just completed the entire repairs of the Cleveland Transportation Company's boats, and they are in good shape for the season's business.

At the Globe Drydock the steambarge Smith Moore had her bottom thoroughly recalked, 15 feet of the first and 50 feet of the second garboard strakes in her bottom. She has been taken to the derrick where she will get a new masthead and her spars spliced up below, which will lengthen the mast ten feet. She went out Tuesday night, and the tug American Eagle and steambarge D. Leuty went in. The American Eagle will get a piece of stern and bottom calked. The D. Leuty is getting her buts calked and will go out. The steambarge Everett will go in to-day to have her bottom calked.

Captain D. P. Dobbins visited this station Tuesday night, direct from Point Marblehead, where he placed the Marblehead Life Saving crew in commission with Lucien M. Clemens as captain, and yesterday morning organized the Cleveland Life Saving Station, with Captain C. C. Goodwin, and the following crew: L. Distel, No. 6; J. L. Eveleigh, No. 2; Frank Lever, No. 3; August Bender, No. 4; William Allen, No. 5; B. L. Banford, No. 6; William Goodwin, No. 7. Superintendent Dobbins was pleased to say during his visit that the captain and the crew of this station had during the past year been the most effective under his jurisdiction, facts which are borne out by special acts of congress in voting them extra pay for valuable service, and medals awarded on two occasions, the first occasion being by the citizens of Covington, Ky., and the second by the government in the event of the rescue of the schooners Sophia Minch, the J. M. Merrill, and J. T. Johnson. They were also given, by the citizens of Newport, a vote of thanks, which was printed, framed, and sent them, and printed in the MARINE RECORD at the time, and which the present members of the crew think more of than they do of any evidence represented by intrinsic value.

BUFFALO.

Special to the Marine Record.

Captain D. P. Dobbins is now on his annual tour among the life-saving satations on Lake Erie. He will visit the stations on Lake Ontario next week. We trust that by the end of next season legislation will provide for the retention of the life savers through the winter months, even at the expense of the franking privilege.

The propeller Nebraska was docked yesterday. She will receive a thorough calking and fastening, and her boiler will be extensively repaired. The pilot house and mast are to be moved aft about 9 feet and hatches put in the forward decks. Large upper-deck hatches will also be put in to facilitate the handling of course freight. In addition to her present arches, three-quarter inch plating twenty inches wide will be put on. Her repairs and improvements will cost about $12,000.

The Commercial line propeller Nebraska, has been purchased by W. B. Dimick, Captain M. J. Galvin and W. W. Tyler, of this city, for $18,000.

David Bell is contemplating the construction of a large excursion steamer with a view of selling her to upper lake parties.

The ice off this port is not in condition to seriously interfere with the departure of steamcraft, as was demonstrated by the slight resistance offered to the tug J. S. Williams, Captain Luman, which cleared for Duluth on the 24th, with the view of making the first passage of the straits this season.

A large number of hulls have already been insured at the tariff rates. The majority of owners, however, are holding off till the 1st of May. There are no indications of any cutting of rates.

The Anchor line people have been figuring on carrying a lot of railroad iron from Erie to Duluth, and bringing back ore from Agate Bay. Should they perfect the deal they will put the barges Sherwood, Schuylkill and Allegheny and a couple of propellers in the trade.

The directors of the Chicago and Ogdensburg line have decided to reorganize, and negotiations are pending with the Detroit Dry Dock Company, for the charter of the fine steamers run in this connection last season; and the Monteagle and consorts, The only boats secured thus far, however, are the D. M. Wilson and consorts Manitowoc and C. B. Jones. I.

GRAND HAVEN

The schooner Jane Hickey, lumber laden, for South Haven, was compelled to run into port for shelter. The schooner Driver, with a cargo of shingles, from Muskegon to Chicago, was caught in a gale outside and forced to run into port. She lost part of her deck load and 40,000 shingles.

MILWAUKEE.

Special to the Marine Record.

The barge F. M. Wheeler, loaded with wheat at this port, and the steambarge Kittie M. Forbes at Chicago, have a season charter to carry ore from Agate Harbor, Lake Superior, to Lake Erie ports.

The steambarge Nellie Torrent, which on Tuesday went ashore on Fox Point, was placed in dock at Wolf & Davidson's main yard. Two holes were found in her bilges forward, necessitating some new plank; her wheel was also broken. Work was continued all night and she was finished early in the morning.

The schooner S. G. Andrews is tied up at this port on a claim of the V. O. T. Co., of Chicago, for $127.

On Saturday, the 25th, the dredge commenced the season's work in A slip. It is the intention to obtain 16 feet of water there, so that the line boats going above Menominee bridge can wind there; as an ordinance prohibits the boats from backing through the Menominee bridge on account of the alleged loss of time in keeping the bridge open.

The schooner Linerla arrived on Saturday, making the first sail arrival of the season; the seambarges Hickox and City of New York are the first vessels from Muskegon.

The elevating of the damaged portion of the wheat cargo of the barge Northwest was commenced at the Nothwestern elevator. The damaged grain was found under only two of the hatches, the wheat in the after hatches being all right; the leg was first put into one of the hatches and the heated grain run into the elevator, which was found to extend down only about 5 feet. It is estimated that the amount of grain damaged will amount to between 7,000 and 8,000 bushels. The removal of the entire cargo was decided on in order that the damaged grain might be separated better, and also owing to the desire of the shipper that no damaged grain should go out of Milwaukee. The cargoes of every grain laden vessel in the river have been examined since it became known the Northwest had heated grain, and in every one the grain was found in as good condition as it went into them.

The charters are barge Massasoit 46,000 bushels, and the schooner H. C. Richards 42,000 bushels of wheat for Buffalo, at 3¼c., also the steambarge Minnesota and schooner Melvin S. Bacon, 40,000 and 42,000 respectively for the same port at the same rates.

The steambarge William H. Barnum was let out of Wolf & Davidson's dry-dock. She has had her bottom thoroughly recalked up to light water mark, also some new plank. Her place was taken in the dock by the steambarge Minneapolis. She gets a new wheel and other repairs. The schooner Odin is on the boxes being recalked, while work on the Lake Forest, Johnson, and Sill, is being pushed as fast as possible.

An occasional sail can be seen passing in or out of port, so that it really looks as though navigation would be open toward fall after all. It seems to be the opinion of a great many people here, and especially the whales, that the north pole will eventually be located at or very near Milwaukee. Speaking of the whales reminds me that Captain Marion Finney, of the Ballentine, at the last meeting of the Whale Club was elected to fill the office of Jonah to the whales until the close of navigation.

G. Q.

CHEBOYGAN.

The ice is broken as far as the eye can reach towards Waugoshance, and it is thought the Straits are open. Immense floes working down; no ice to interfere with navigation here. Southwest wind; weather fine.

MARQUETTE.

A heavy southwest wind prevailed Tuesday night and has taken the ice out of the harbor, and nothing but open water is visible as far as can be seen by the naked eye.

BAY CITY.

Special to the Marine Record.

April 28.—The schooner Ames has been purchased by Andrew Cummings, of this city. She will trade in the stone business between Point au Barque and this port.

The tug Maytham took the lighter Star to East Saginaw yesterday, with lumber for Cross, Randall & Gordon.

The propeller Arundel of the Shore line left this city Saturday morning at 9 o'clock, bound for Alpena, calling at Tawas and AuSable, on her way. She experienced no difficulty in getting through the ice which is all broken up and mushy. The Arundel came back on Sunday night and left on Monday at 1:15 p. m., on her second trip.

The barge Eliza was towed alongside the barge Ajax a few days ago to receive a new spar that had been put in the Ajax a short time before she was layed up for good.

Manager Armstrong's fire tugs Charles Lee and Handy Boy have been put in excellent condition for the season's work, and vessel men visiting Bay City, will find this firm a first class one to deal with.

Mr. Joe Blanchard, the gentlemanly chief engineer of the propeller Arundel, has a large petition, asking his appointment as local steamboat boiler inspector.

Captain W. B. Fuller, who sailed the barge Little Wessickon last season, is in command of the C. S. & C. line tug Natt Stickney this season.

Captain Charles Little, of the fishing tug Clara Err, came in from outside yesterday, and states that a large quantity of fish were obtained from Quanicasee on his trip, and that the ice was so well softened up that they had no difficulty in getting through.

McDonald Brothers will have their fishing headquarters on North Island this season.

A snow and sleet storm, accompanied by a heavy north wind, set in this morning, which will probably block up the entrance to Saginaw river until the wind shifts.

A large number of people assembled in Wheeler & Crane's ship yard, Saturday afternoon, despite the chilly winds, to witness the side launch of the new propeller, Thomas S. Cristy, which has been built during the winter, to take the place of the propeller B. W. Jenness, that has been converted into a tow barge. The launch was a success in every sense of the word. The dimensions and other details of the Cristy were given in the MARINE RECORD last week.

The new iron tug Record was in Detroit this morning, bound for this port. Her consorts, Fostoria, Baker and Matilda, are now loading, and will probably be the first tow to leave this port.

The submarine diver, Robert Scott, has patched up the hole in the sunken barge Vannatta. She has been pumped out and will go into the Bay City drydock.

Freights have opened at $2.00 to Buffalo and Tonawanda, and $1.50 to Ohio ports from Bay City. 25c. advance from East Saginaw. Following boats are loading at that rate at Bay City: Birkhead, Bliss, and Wyoming, East Saginaw, Fostoria, Corning, Matilda, and Baker.

The tug Witch took the schooner Nellie Mason up town this morning to load for Tonawanda. SHAW.

CHARLOTTE.

Special to the Marine Record.

The first arrival at this port was the schooner Jamison, barley, from Coburg, on the 23d, and on the 25th the schooner Eccles, barley, from Coburg. The Norseman will arrive to-morrow (Monday) 27th.

The fitting out of the steam yachts, Angler, The Genesee, Wilcox, Charlotte, and side wheel Rochester have been in progress some time.

Captain Fred Greer will launch the Will-o'-the Wisp about the 1st of May. She will be a fine craft. He intends working her on the lakes till October, then go down the St. Lawrence river, around to New York, and then proceed to South America for the winter. Captain Fred is an energetic man, but takes many chances for this world's goods.

Schooner Jamison just left with coal for Whitby, Ont. The Eccles will soon follow. E.

MARITIME LAW.

CARRIERS OF GOODS BY WATER—BILL OF LADING—LIMITATION OF LIABILTY—VALUE.

District Court, D, New Jersey, March 21, 1885.

Libel in rem.

See & Bro., for libelant.

Butler, Stillman & Hubbard, for respondent.

Nixon, J. The libel was filed in the case to recover damages for injury to merchandise, to-wit, 21 bales or packages of burlaps, on the voyage of the steamship Lydian Monarch from Dundee, in Scotland, to the port of New York, the libel alleging that the master, officers, and crew of said steamer so negligently and carelessly conducted themselves that one or more of the sideports were insufficiently or insecurely fastened, by means whereof sea water ran into the said vessel and upon the cargo, and greatly damaged the goods aforesaid. The shippers were James Duncan & Co., of Dundee, and the bill of lading acknowledges that the said packages were received on board in good order and well conditioned, and that they were to be delivered to the libelant in New York in like good order and well conditioned, subject, nevertheless, to a large number of exceptions and restrictions, which it is not pertinent to the case to fully enumerate. Among these limitations to the liability of the ship-owners were the following: They were not to be liable (1) for any damage which arose from the perils of the seas; nor (2) in any case for more than the invoice or declared value of the goods.

The steamer sailed from London on March 30, 1884, and arrived at her port in New York, (Jersey City,) on the 14th of April. the consignees paid the freight and duties before the merchandise was delivered to him. When delivered from the ship, he discovered that twenty-six or seven of the bales were more or less damaged by sea water. He sent at once for an insurance appraiser, Mr. Cleveland, who examined the goods, and reported, as an expert, that 21 bales were badly damaged, and that the best disposition for all concerned was to sell the same at public sale, giving interested parties notice of the sale. Acting on this advice, he sent the 21 bales to the auctioneers Field, Chapman & Fenner, and gave notice to the recognized agents of the steamship company, Patton, Vickers & Co., of the time and place of sale, and that the steamer would be held for all loss sustained. The sale was made, and the net proceeds realized were $3,110.87, from which sum the libelant claims should be deducted $43.25, the amount of the damages to the other bales not sold, and the further sum of $20 paid to the appraiser for his certificate of loss. He then proves the value of burlaps in good condition, in the New York market, on that day; claims that the bales sold were worth $3,771.47, and demands of the respondent the difference between these sums as the measure of his loss.

Two questions are thus presented; (1) Was the injury to merchandise caused by perils of the sea, for which the vessel is not responsible? (2) If not has the libelant, under a proper construction of the bill of lading, sustained any damage for which the respondent is liable?

1. The bill of lading acknowledging that the burlaps was delivered to the steamer in good order and condition, and the proofs showing that it was damaged by sea water, it is incumbent on the respondent to prove that the loss was occasioned by perils of the sea. Failing in this, the company is liable for the damage sustained. Hooper vs. Rathbone, Taney, 519. It seems to be acknowledged that the damage was caused by sea water leaking into the compartment where the goods were stowed through cargo port, No. 4. The steamer has eight of these ports, four on each side, less than two feet square in size, through which the cargo is loaded until the lower side of the port is brought down to the water-line; they are then closed with an iron door on hinges, and secured with two cross bars and four nutted bolts. The joints are made water-tight by the use of a mixture of white and red lead. This is necessary, as the ports are partly under water when the vessel is loaded.

The theory of the libelant is that cargo port No. 4, was negligently closed and fastened by the carpenter, whose duty it was to see that they were all made secure and water-tight before sailing. The respondent, on the other hand, assumes that it was properly fastened, but that the screws worked "slack" during the voyage on account of the rough weather which the steamer encountered. It is somewhat significant that, although the carpenter was on the stand as a witness, he was asked nothing about closing this particular port; and the only proof we have on the subject is the ordinary presumption that when one is charged with a duty he is supposed to properly perform it. It is also to be observed that, although it was the duty of the respondent to show that the leakage was caused by perils of the sea, we have no evidence of any storm, except general statements that the sea was rough at times, and the vessel labored heavily. I think the respondent has failed to show affirmatively that perils of the sea caused the damage.

2. The suit is based upon the claims of the libelant that the measure of damages which he is entitled to receive is the difference between what was realized on sale of the damaged goods, and their market value in New York at the time of the sale. It is conceded that this is the general mode of computing damages, in the absence of any agreement to the contrary. But these goods were shipped under a bill of lading which, in express terms, limited the shipper or consignee to a different and smaller rate of compensation in the case of loss. Its language is that "the ship-owner is not to be liable for any damage to the goods, * * * in any case, for more than the invoice or declared value of the goods, whichever shall be the least." Is such a limitation of liability on the part of the ship-owner one which the court ought to enforce? In analogy to the settled doctrine that a common carrier cannot relieve himself from the consequence of his own fraud by any stipulation in a bill of lading, the courts have been quite reluctant to give effect to any clause or contract which tends to lessen his liability, when the loss is occasioned by his own negligence, but it is now settled that they will recognize such limitations when they seem to be just and reasonable.

The question came before Judge McCrary in the case of Hart vs. Pennsylvania Railroad Company, 7 Fed. Rep. 630, which was a suit to recover damages for the negligence of the defendant company in transporting the plaintiff's horses from Jersey City to St. Louis. One of the horses valued at $15,000, was killed, and others greatly injured. the shipper took from the defendant a bill of lading, containing amongst other things the printed condition: "That the carrier assumed a liability on the stock to the extent of the following agreed valuation: If horses, * * * not exceeding $200 each; if a chartered car, on the stock and contents in the same, not exceeding $1,200 for the car load." The horses were not shipped in a chartered car, and the question was whether the limitation of $200 on each horse should be applied. The learned judge held that it was a just and reasonable limitation of the carrier's liability, and ought to be enforced, and directed the jury to assess the damages in a sum not exceeding $200 on each horse killed or injured. The case was carried up by writ of error, and the Supreme Court has recently affirmed the judgment of the court below. See Hart vs. Pennsylvania R. Co. 5 Sup. Ct. Rep. 151.

In The Hadji, 18 Fed. Rep. 459, Judge Brown, of the southern district of New York, considered a stipulation of a bill of lading in the exact words of the contract in the present case to be just and reasonable, and in a well-considered opinion found abundant authority for so doing.

A decree must be entered for the libelant, and a reference ordered to ascertain the damages. The amount due must be adjusted upon the principle of computation, and if it should turn out that the libelant has received from the sale of the damaged goods the invoice price, after deducting the costs of importation, sale, etc., the libel will be dismissed.

HOT AND COLD RODS, AND AGUE.

AT THE RESIDENCE OF BILL JONES,
THREE MILES FROM CAIRO,
"BIRD'S POINT," April 18.

To the Editor of the Marine Record:

Did you ever have the ague? I don't have reference to city ague, where the shake part is merely pastime, but regular old country ague, with two chills at a time, shaking a fellow up worse than a steeple compound engine shakes up a fifteen hundred ton ship. I am broke, too, so if any of the boys feel like putting up a few dollars to help a stranded marine they may send it to the national secretary of the M. E. B. A., St. Louis, Mo. This is a fearful place to be sick, for the doctor lives ten miles away, and has medicine so strong that a dose of it would force the scale from a fourteen year old marine boiler. Bill Jones goes to town quite often and with the RECORD, which comes regularly, he brings me any other papers that he thinks will interest me, so on Sunday he laid the Christian Advocate on the stand, wherein I saw the following piece of mechanical information, which I herein append, as it strikes a river engineer as rather peculiar in some respects:

A writer in the American Machinist, named J. A. Morgan, in commenting upon leaky piston rods, says: "Last summer I was assistant engineer on the steamer R. P. Ramsey. She has a 23x48 and 52x48 fore and aft compound engine, and the high pressure piston rod gave us trouble by blowing and burning out every kind of packing. The piston rod was steel and very rough, and did not run in line. The rod would get so hot as to change color, and the steam blew through so we could hardly see to oil the engine.

"The chief engineer cut strips of rubber from an old air pump valve, a little smaller than the stuffing box, and wound hemp around them, then covering them with plumbago and tallow, put them in the box. From that time until we laid up we had no more blowing or hot rod. With a smooth rod it will run a long time, but ours was so rough it had to be rewound every trip. Our low pressure rod I packed twice last season.

"If soft rubber, like air pump valves, can not be had, old rubber hose will be nearly as good. I think if R. I. tries this he will have no trouble."

The point that is strange to me is the question of a piston rod running so hot as to change color, for I at once come to the query, "Does Assistant Engineer Morgan infer that the high pressure rod increased its temperature by reason of its leaking, and does the gentleman wish to impress upon the readers of the American Machinist when he says, 'from that time until we laid up we had no more blowing or hot rod,' that the rod run cold?" If so, I trust the piston never got cold enough to freeze his fingers when he packed with old rubber pump valves. I am only a second engineer of western river steamers, and of course don't take rank among the lofty and learned sea-going chiefs, but this old hose for packing is common with us; too common in fact, as I know one engineer who stopped the pump while the boat was on fire, to cut off a piece of the hose to pack the piston rod with, and therein rests a secret.

Mr. Editor, I am going to take on a chill, so will close. THE SECOND ENGINEER.

TRUE AND FALSE PRINCIPLES.—NO II.

To the Editor of the Marine Record.

LOCKPORT, N. Y., April 27.

Mr. Ericsson has been accorded all honor for the invention of the Monitor; but what did he invent? The hull only, the most life and health destroying monstrosity ever made or designed by man. What else has Mr. Ericsson ever invented? Not the screw wheel, as that was in use long before his time. His caloric ship, at New York, rolled over before she left her moorings. Of what value will his "destroyer" be? It can only be used in comparatively still water. The caloric ship, and the Monitor's hull, speak in tones which should be heard, of Mr. Ericsson's capacity as a naval architect. I now ask if enough has not been done on false principles? Also if the honor of the right ones belong to sons of America, why it should not be accorded to them? What has Mr. Ericsson done for the benefit of the navy, and safety for a seagoing vessel? Nothing. But Mr. Wells gave the opportunity to Mr. Ericsson, who makes no claim to the turret, and cannot, as it was patented by Mr. Kimby, of Syracuse, some time before the war, and the patent records clearly prove that fact. It is one of the curious coincidences, Mr. Kimby lived but a short distance from me, and was working on land defence at the same time that I was working on naval. We did not know each other until after the war broke out. I did not dream of patenting the turret; when we met, we compared notes. Of course I could not legally have raised any claim against him, nor did he question, as to my right to use the turret. We became warm friends.

The time has now come for plain facts to come to the surface, and the world should know who the inventors are, and why they have not been recognized or rewarded for their efforts. I again say that all honor has been accorded to Mr. Ericsson, and again ask what has he done to entitle him to it? Mr. Wells gave him the opportunity long after my plan was in his possession. Permit me to give a short history of the transaction and publish it, so that the world may know. As I have said above, I had advised the secretary of the navy, of my perfected plan. In answer he requested me to forward to him the plan, which I did, both in drawings and manuscript, and a proposal for me to engineer the building of one at the navy yard at Washington. He reported the plan to the extra session of congress, and sent me a paper with his report in it. As I had no doubt but that congress would pass a bill to build one, I immediately took steps to leave my business and go to Washington, as I had proposed. I also called upon my friends at Syracuse (patriotic gentlemen) to aid me in my funds; Hon. Thomas G. Alvord was the leading one of them. They put the plan in the hands of Mr. Griffin, a noted civil engineer of the day, for his examination. He made a favorable report that the plan was all that I had claimed for it, and desired that immediate steps should be taken to advance it, as such a ship was much needed. This move had consumed much time before it was concluded to furnish me with funds. The time was at last set for me to start, when a report came in the New York Herald that one was commenced in that city similar to that I had proposed to build, and I failed to get the help that I needed. I then raised money, went to New York, and saw the wonder, as far as she had progressed I did not make myself known to Mr. Ericsson, but I made the acquaintance of both of the superintendents, one at Green Point, and one in New York. I saw at a glance that she could never be a sea going vessel; but if she could float, then she would be a valuable battery, but I had my doubts as to her being able to float. I had my son with me, who was an engineer, and he went to work on her. I took her dimensions, also the dimensions of the turret, and calculated her weight, also the weight of her armament and all of her belongings, including coal, and found that when all that was designed for her was on, or in her, that she would have only about 60 tons reserve buoyancy left, and would not float over three inches out of the water. I then went to Washington as soon as I could get there, and reported this vital fact to Mr. Wells. Later he informed me that a change had been made, so that she would not have so much weight in her. I also reported to him that it was not possible to add sea-going qualities to her, nor give her any speed, and if she was to be moved from New York she should have sponsons under her, and proposed to put them there. Her form was well adapted to receive them.

I remained at Washington all winter, and did all I could to induce Mr. Wells to commence the building of a competent ship; but there was a "lion" in the path and all was at a stand-still. The House had passed a bill to build twenty gunboats, and made an appropriation of twenty millions of dollars for them, and nothing could be done until the senate had disposed of that measure. Hon. Charles B. Sedgewick of Syracuse, was the chairman of the house naval committee. He knew me well, and my antecedents, and soon saw the value of my plan, and also became satisfied that the house had been premature in its action, as nothing was known by it in relation to the plan of the gunboats. He resolved to do all he could to prevent the senate from acting in the matter until something could be known about the plan of them. He gave me the task of finding out what kind of things they were to be. We conferred with Hon. Preston King, of the senate, and he agreed with the views of Mr. Sedgewick, and said that his committee would not make any report until more was known about the matter.

It was sometime before I was able to get behind the "curtains," but I did so at last, and was able to make a clear and conclusive report to Mr. King, of the senate. The action of that body on that bill is now a part of history; but it was an effective one, and to a point which closed it up in short order. An investigation was instantly ordered, but no one was found to investigate; no one would admit that they had any hand in the fraud. But, great a fraud as it was, it would, in some respects, have been superior to the Monitor, from the fact that it had a shield, and was more on the type of the Merrimac. Like the Monitor, its hull was a scow; but it had not the turret, and could not have made a speed of over three miles an hour. The hull which I had designed for the turret had four independent steam powers of propulsion, all of them light and so perfectly protected, that an enemy could not have injured them. Her speed, with her full power, would have been twenty miles an hour. She was the most perfectly ventilated vessel ever or yet designed. She had natural ventilation. She had a shield of a character which has not yet been put on any vessel. Her armor was in part like that of the Monitor; but her shield was on other principles, and depended upon its elasticity for protection, and would have been impenetrable against any guns then in use.

I again ask in this matter of the Monitor, what did Mr. Ericsson invent? Certainly not the turret, as it was in plan, both in the hands of Mr. Wells, and on file in the patent office, and in his biography this latter is admitted. He did not invent the plating, as the French ship, La Gloria, had been afloat with it on her a long time before. And a scow hull was no novelty. Also, the Merrimac was being plated at the same time; and one more fact is this, aside from her opportune arrival at Fortress Monroe, no benefits or advantages have been derived from her. Mr. Wells gave Mr. Ericsson the opportunity instead of allowing the original designer to build the vessel. There was nothing original in the Monitor which emanated from Mr. Ericsson; no brains were used in designing her hull. At that time there were thousands of American mechanics who would have gladly built that vessel, and I do not believe that a constructor could have been found on the continent who would have put such a hull under the glorious turret gun.

I again say, read the Century Magazine. The history of both sides is fairly told in it. It was the American enterprise of Mr. Ericsson's backers who executed the work and brought the thing out. It was American brains that gave the world the turret, the only valuable thing in the Monitor. Mr. Ericsson has filled his pockets, and that is all that he is entitled to.

The real inventors, in their old age, have now to work with their aprons on to earn their daily bread; and are not only poor, but have been deprived of the honor of their in-

vention. I gave three years of my prime of life, in efforts to amend this great national wrong. My last effort was in the winter of 1865. I forwarded to Hon. John P. Hale, at Washington, an elaborate manuscript, a ful history of the whole transaction. So convinced was he of its truth that he immediately introduced a resolution to the house of representatives, calling for an inv stigation, and, in the strongest terms, denounced the whole naval move as a fraud and all connected with it.

History now tells the result. Counter charges were brought against Mr. Hale, and some kind of compromise was made. I then for a time laid the matter up, as I saw there was no use to devote any more time until a change took place; the time for which I I knew must come, as all that had been done, would, in the end, prove a disastrous failure, and it did so. In 1881 all saw it, and a different class of vessel was called for. I then forwarded to Mr. Hunt another manuscript history, and asked him to appoint a board of scientists. He gave me the advisory board. I did not meet with them. We now have some of the fruits of that board in the Dolphin. If we build many of them we shall, in the end, have no war ships.

JOSEPH W. NORCROSS.

THE ATLANTIC.—The announcement that the real name of the author of "The Prophet of the Great Smoky Mountains" is not Charles Egbert Craddock, but Mary N. Murfree, will cause many readers of the May Atlantic to turn first to that story to continue it in the light of this discovery. The two chapters contained in this readable number are among the best pieces of writing yet given us by this author. Mrs. Oliphant's serial is continued, as is "A Marsh Island." Dr. Holmes turns over some new leaves in his delightful "New Portfolio," and the genial articles on "Madame Mohl and her Salon," are completed. The short papers of this number are brilliant and full of interest.

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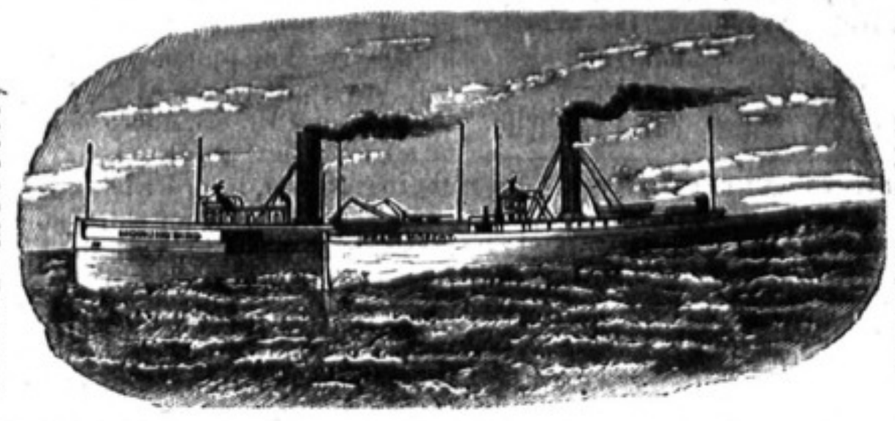

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ROOM 6, 190 SUPERIOR ST.,

CLEVELAND, OHIO.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, April 21, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended April 18, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,349	....	Sc.	A. S. & B. Hammond,	69 96	66.45	Chatham, Mass.
157,142	....	Sc.	Druzilla B. Lee,	14.06	13 36	Leesburg, N. J.
135,832	....	Sc.	Eldora,	84 39	80.17	Deer Isle, Me.
76,564	.....	Sl.	John H..	13.02	12.37	New York, N. Y.
76,565	.....	Sc.	Joseph Warren,	52.51	49.89	Biddeford, Me.
76,566	.....	Sc.	John Te-ney,	47.61	45.23	Noank, Conn.
91,752	.....	Sc.	Mary J. Wells,	91.16	86.60	Gloucester, Mass.
91,753	K C W R	Sc.	Monitor,	100.34	95.32	Gloucester, Mass.
110,666	.....	Sl.	Ruth,	7 70	7.32	Noank, Conn.
116,041	K C W S	Sc.	St. Thomas,	742.21	705.10	Bath, Me.
28,105	.....	Sc.	Zephyr,	8.90	8 45	Eastport, Me.
			STEAM VESSELS.			
106,348	.....	St. p.	Atlantic,	930.03	736 82	New York, N. Y.
3 312	.....	St. p.	Bonanza,	741.13	741.13	Cincinnati, Ohio.
3,313	.....	St. p.	Brooklyn,	930.03	736.82	New York, N. Y.
126,284	.....	St. p.	Colorado,	833 05	541.11	Wilmington, Del.
85,879	.....	St. s.	George R. West,	22 44	11.42	Racine, Wis.
95,843	.....	St. p.	Helen Mead,	82.37	82.37	Ironton, Ohio.
95,844	K C W Q	St. s.	Haytien Republic,	1089 26	779 53	Boston, Mass.
140,768	.....	St. y.	Lucile,	41.90	24 11	Bristol, R. I,
150.346	.....	St. v.	Polly,	19 99	13 28	do do

3. C. SLATE

TALK IS CHEAP.

Some Clothiers here claim to sell Clothing cheaper than the CCC. To put an end to the silly brag, the CCC

PUT UP $30,000

(To be distributed among the poor of the city), to prove that they not only SELL CLOTHING CHEAPER THAN ANY CONCERN IN CLEVELAND, but that THEIR STOCK OF CLOTHING IS THE LARGEST AND BY FAR THE BEST AND MOST SUPERIOR.

NONE DARE COVER THE BET, for none can afford to lose such a sum. The thousands of people who have patronized our great Spring sale the past week know how MUCH BETTER OUR GOODS ARE and HOW MUCH LOWER OUR PRICES than any other firm.

We are selling GOOD, SUBSTANTIAL SUITS FOR MEN FROM $3,25 up, and PURE ALL-WOOL SUITS fron $7,00 up. Spring Overcoats in endless variety, and in all the newest styles, REMARKABLY CHEAP.

Boys' lovely Sailor Suits, $1,25, worth $2. MEN'S HAND-MADE SHOES, that will wear like iron, from $1,50 up.

Bear in mind that the CCC Boot and Shoe Department is in the CCC STORES, NOT NEXT DOOR.

The great Spring sale goes on this week.

CCC

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NOS. 120, 122 & 124,

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LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham--Depart 8:30 a. m, and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and counections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

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Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.		LV.	AR.	GOING WEST.	
	A. M.			P. M.	
.....	7 50	.....	Chicago	7 50	.....
.....	9 50	.....	Valparaiso	5 42	.....
	P. M.				
.....	1 50	.....	Fort Wayne	2 16	.....
.....	2 05	.....	New Haven	1 35	.....
				A. M.	
.....	3 48	.....	Leipsic	11 36	.....
.....	4 46	.....	Arcadia	10 35	.....
A. M.					P. M.
6 50	5 00	.....	Fostoria	10 22	8 50
7 35	5 45	.....	Green Springs	9 44	8 05
8 15	6 20	.....	Bellevue	9 20	7 40
10 45	9 02	AR.	Cleveland LV.	6 45	4 51
11 55	.....	.....	Painesville	.....	3 34
P. M.					
12 44	.....	.....	Ashtabula	.....	2 43
1 14	.....	.....	Conneaut	.....	2 13
2 33	.....	.....	Erie	.....	12 50
					A. M.
4 09	.....	.....	Dunkirk	.....	11 16
					A. M.
5 45	.....	AR.	Buffalo LV.	.....	9 40

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.

Depart—6 24 a. m., 9:10 a. m,. 5:05 p. m.

All trains daily except Sunday,

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

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Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind. Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind. & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C. L. & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhricsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:45 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, APRIL 30.

LAKE SUPERIOR MINERAL LANDS

The recent development of the mineral lands at the Lake Superior ports is a matter of gratulation to the owners of lake tonnage. The Lake Superior people, not content with prosperity that their rich grain bearing lands are daily bringing them are energetic in their efforts to send to the eastern markets other products that must in time grow into a large traffic and command the services of an immense amount of lake tonnage not only American but Canadian as well. The mines which will find their ports of shipment at Ashland, Wisconsin, are being rapidly developed, and preparations on a large scale made for loading vessels which will have an immediate influence on freight rates. The mines at Vermillion lake, having Duluth as the objective point of shipment, will also command a share of tonnage and the mining industry on the north shore of Lake Superior is also creating quite a stir. Regarding gold and silver mining prospects the Port Arthur Sentinel says considerable prospecting and active mining were done last season in the gold formation on the Canadian side, but the working mines in the silver district have produced a greater development and more satisfactory results. The amount of capital expended in these developments during the past year has in the aggregate been large. Three silver mines are now at work in the Rabbit Mountain district, namely, the Rabbit Mountain, the Twin City, and the Beaver mines. Each one of these has raised and brought to surface a large amount of stamp rock and considerable quantities of a very high grade of smelting ore. The Rabbit Mountain mine made a shipment a year ago of a car load of ore taken from the first ten feet of its shaft, which averaged $645 per ton in silver. Since then the development at that mine has been steadily going on, and the company operating it are again shipping to New York by the car load, by the all-rail route via Winnipeg, some of their high grade ore, which it is said, will show a still higher average. The Twin City mine, which was started last spring, has made one shipment and it is prepared to make another of its high grade ore. The Beaver Mine, which was only started last fall, has now a considerable development, with a large quantity of rich ore in sight. These mines are adjacent to and south of the township of Taipoonge, within 25 miles of Port Arthur and 18 miles of Fort William. It is not likely that the total value of their productions will be ascertained until proper roads are made affording transportation facilities for taking in suitable machinery for treating at these mines the mill rock on their dumps. The proposed construction of the Thunder Bay Colonization railway, already chartered to run through the same region of country, will greatly facilitate the cheaper working of these mines with proper machinery, as well as those now being developed at Silver Mountain, where there is a great deal of excitement over recent discoveries, and around White Fish lake. In this neighborhood several companies have already commenced work. Besides the increased facilities which the proposed wagon road and railway will give to this new silver region, they will open up for settlement a large tract of valuable timber and good agricultural land, which will greatly benefit the mining industry and the inhabitants of the district at large.

THE recent action of the British Parliament in voting a war credit of £11,000,000 is very significant, as is also the speech of the "grand old man," England's Gladstone, in support of the measure. Under ordinary circumstances, when two nations are averse to the horrors of war, there is always a possibility that diplomacy may avert the evil, but in the present difficulty between England and Russia, there is no likelihood of a pacific settlement. It has become patent that Russia, in order to ward off internal strife and Nihilistic mischief, must give her subjects employment, that she must attract their attention to some other quarter, even if she is defeated. It is therefore not possible for England, by any concession, to avert the inevitable result. England's policy, in the many complicated phases of the question, has challenged the admiration of the civilized world, and she will certainly have the sympathy and respect of all if she is forced, by aggressive Russia, to make the final declaration.

THE INSURANCE QUESTION.

To the Editor of the Marine Record:

In your issue of the 23d I saw another article on the marine insurance matter, and it seems a difficult problem for vessel owners to solve, how to avoid the exorbitant rates charged by pool companies. For my part I see no better one than the mode already prescribed. But some vessel men say we can't do it. I say why, because you do not try? Such men remind me of the old croaker who stood before the fortress during some of the days of imperial Rome, who was sadly saying the occupants were safe within its walls; that there was no way to shake it, when an old Roman stepped up and said: "I will find a way, or make one." And so it would be with the vessel owners; if they will say, as the old Roman said, we will find a way or make one. And I fancy that if a general convention could be had a way would be opened to them. Are vessel owners to sit quietly and let this insurance monopoly grind them to pieces without an effort to protect themselves? Or will they, like men, rise up and assert their rights, and let insurance monopolies know that vessel men have some rights that they are bound to respect?

There was a report on the streets yesterday that the pool was bursted; and while I have no facts by which to verify such a statement, I feel inclined to the opinion that such is the case; for there is no doubt that if the rates of this pool are strictly adhered to there will come into the field some outside companies, or else this vessel owners' pool will surely be gotten up, for I myself have talked with owners enough who are willing to go into it to make up a strong pool already; and if the insurance pool does not modify their tariff, it will surely be done.

I am not one of the kind who would advocate the driving of insurance companies from the lakes; neither would I think it policy to have them do business at ruinous rates, but they should be moderate in their demands, and bear in mind that vessel owners have not made any more money than insurance men have for the last tew years. I do not think it necessary to bring any argument to bear to convince any sensible man what is necessary to do in the premises, but every man who owns a vessel and is willing to enter into this pool arrangement, why not write a short letter to the MARINE RECORD, signifying his willingness to join it, whereupon a meeting could be called and the several parties notified, and got together to see what can be done? Chicago, where are you, with your live men; why do you not, with your accustomed energy, take a stronger hold of this matter, and herald it from one end of the lakes to the other so that its sound shall reach every point on the lakes where a vessel owner may be found, and let insurance men understand you are in earnest and will fight for what is right and just?

Do not wait one for another, but all respond, and let us see what can be done, and after we have made a fair trial and find we cannot accomplish anything we will pin our ears back and say to the insurance monster, "Come on, swallow me up, I am ready."

ANOTHER VESSEL MAN.

EARLY DAYS OF LAKE SUPERIOR COMMERCE.

To the Editor of the Marine Record.

Reference to your pleasant articles on early navigation of the lakes has called to mind the opening days of Lake Superior commerce. I was employed by the American Fur Company, of which Ramsey Crooks, of New York, was president, to build a schooner for their trade on Lake Superior. For many years there had been no commerce on Lake Superior save in batteaux, which were like large, open Mackinac boats, manned with four oarsmen on each side and one to steer. They would carry about nine tons each. As you say, the frames of the vessel were chopped out at Black River, Ohio. The first load was sent in the fall of 1834, on the schooner Lodi, commanded by Captain Lyman Case, of Huron, O. The second load was shipped on the schooner Bridget. As builder, I accompanied this load with about twelve carpenters. We got as far as within thirty miles of the Detour, when, on account of a snow storm and the absence of lighthouses we were obliged to turn back. The schooner laid up for the winter at Newport, now called Marine City, St Clair river. In the spring of 1835 we made another start, but the ice in Mud lake prevented us from proceeding, and we went to Mackinac, where the American Fur Company had their headquarters, and spent ten days, working on batteaux. At length, in May, we reached the bay and commenced work on the schooner, which was launched in September, and called the John Jacob Astor. She was sailed by Captain Charles Stanard. Her first voyage was to La Pointe, another station of the Fur Company. Stanard rock was discovered on this trip. The Astor gave such satisfaction that another was ordered, and built at Black River, the Ramsey Crooks, sailed by Captain B. Stanard. She ran in connection with the Astor, bringing supplies to the Sault and receiving the furs from the Astor for a return cargo. I next built the schooner Algonquin and sold her to Mr. Mendenhall, who had her drawn over the portage at the Sault and launched in Lake Superior. She now lies sunk at Superior City.

G. W. JONES.

LAUNCH OF THE MASCOTTE.

Special to the Marine Record.

DETROIT, April 28.

Less than five weeks ago work was commenced on the steel excursion steamer Mascotte, by the Detroit Drydock Company and yesterday she was launched at Wyandotte, rapid and good work that can not but attract much and favorable comment. The event was witnessed by a large number of people, including a delegation from Toledo, and was attended with entire satisfaction. The Mascotte is the first light steel steamer ever built for the lakes, and it is thought that she will become very popular with excursionists.

Her dimensions are as follows: Length, 112 feet; beam, 22 feet; over guard, 30 feet; and depth 8 feet. She is constructed of 3-16 steel, with steel angles measuring 2x3. Her deck frame is of wood, the beams measuring 3x6 inches, and covered by 2-inch planking. She is a twin-screw boat, and will be equipped with two high pressure engines, each 18x18, and is intended to turn 150 revolutions per minute. Her boiler will be 7 feet 3 inches in diameter and 13 feet in length, and is calculated to stand a working pressure of 100 pounds to the square inch. She will not be run as a night boat at all, and will have no state rooms. The ladies' saloon is located on the main deck aft, and the gentlemen's cabin on the hurricane deck forward, the after part being reserved for dancing purposes. Her total cost when completed will be $25,000. She was designed by Mr. Frank Kirby, of the Detroit Drydock Company, and experts pronounce her lines to be very fine. She was towed to the dock of the Detroit Drydock Engine Works where she will receive her machinery.

She was built for the Maumee and Ottawa River Steamboat Company, of Toledo, as an excursion boat, and it is contemplated to place her on a route between Perrysburg and Point Place, at the mouth of the Ottawa river, under command and management of Captain George W. Stoddard. HALL.

A JUDICIAL SALE.

To the Editor of the Marine Record.

About one year ago the tug Pickwick of St. Charles, belonging to Charles Jacobson, was seized by the U. S. Marshal and sold at this port, to satisfy a debt, to Messrs. Bordwell and M. Maher, who run the boat about two months, and then taking into consideration Mr. Jacobson's circumstances, sold the boat to Jacobson's wife at the rate they paid for it. The boat was run some time, and was tied up one night at her dock, as usual. Lo and behold, next morning when the engineer went down to get up steam it was discovered the craft had been stolen during the night by the county sheriff and his men and taken to St. Charles, at the instigation of one Gould by name, who had had a claim on the boat previous to the U. S. Marshal's sale. The boat has never been secured nor has Mr. Jacobson received any satisfaction from Gould. Now what we want to know is, if the U. S. Marshal's bill of sale is of any account how can this man Gould hold the boat? A SUBSCRIBER.

A judicial sale of a vessel cuts off all previous claims or liens, unless impeached for fraud or irregularity. The United States Marshal's deed is the purchaser's title to the boat, under which he has the right to take possession of her wherever found, provided she is not held under any claim or lien subsequent to the judicial sale. The man Gould has no right whatever to the boat.

DETROIT.

Special to the Marine Record.

April 27.—The ice reports from the Straits are conflicting almost daily, and it is difficult here to make an estimate as to when the first craft will pass through, although enough is known that the opening, notwithstanding the severe winter, will be much sooner than has been predicted, and it may be well to note some of the latest passages which have been made in times gone by: In 1837 the steamer James Madison, May 27; steamer Bunker Hill, 1843, May 7; propeller Wisconsin, 1852, May 8; schooner Republic, 1855, May 1; schooner David Tod, 1856, May 2; steamer Lady Elgin, 1857, May 1; propeller Idaho and others, 1873, May 1; steambarge Superior and consort, 1875, May 6; propeller Garden City and others, 1881, May 3. On four different occasions the passage was made in the month of March, the earliest in 1882, when the tug Winslow passed west with a barge in tow. All other periods were during the month of April.

Dispatches from various points in the lake region would seem to indicate that there will be communication somewhat more distant than has been generally anticipated within a short time back. A gentleman who came up along the north shore of Lake Erie, informed me the coast was clear between Port Colbourn to above Burwell. Off the latter port plenty of ice was to be seen, though some distance from shore. From this account it may be believed that a strong wind will clear the passage to Buffalo, and possibly the tug Williams, which it was reported would start from that port on Sunday, will succeed in forcing her way through.

On Lake Huron the steamer Atlantic, which left here on Friday night, met with heavy ice at Sand Beach, though after a brief stop at that place, she continued on her voyage.

Navigation opened at Port Colborne in 1880, May 1; 1881, May 2; 1882, April 20; 1883, May 5, and in 1884, April 21. At Buffalo, 1881, May 3, or simultaneously with Colborne, and the two years following.

Captain Ward's steamer Northerner, at present plying between Grand Haven and Milwaukee, will remain there no longer than a passage can be effected through the Straits, when she will be put on the route between Buffalo and Green Bay, in connection with another steamer, as was originally intended.

Parker & Millen, ship owners here, a few days since sold the schooner Mears to Saginaw parties for $10,000. She was built in 1869, and is 421 tons burden. The same parties purchased the schooner Corsican, of the Detroit Drydock Company, for $700. She is 210 tons, was built at Olcott, on Lake Ontario, in 1862, and for several years hailed from Youngstown, on the Niagara river. She was in the first instance a well constructed vessel, and with moderate repairs will do service a few years longer. She has been idle and more or less in litigation the past five years.

Mr. C. S. Fisher, formerly associated with steamboat matters here, will officiate as agent for Ward's line of boats at Green Bay, and will soon leave for his post of duty.

The local inspectors of steamers are at present quite actively engaged in the inspection of crafts at this port.

The old Grand Trunk ferry steamer will be taken to Green Bay as soon as the Straits are open, and be employed as a tow barge in the lumber trade. It is estimated she will carry upwards of one million feet.

The Detroit and Windsor ferry steamer Excelsior broke one of her cranks while crossing the stream, and after drifting some distance was picked up and towed to dock, for repairs, which will lay her up for some time.

The schooner E. G. Benedict will be sailed by Captain James Forest, and is being put in good shape for business.

During the past few days there have been several passages of craft on the Detroit river, and business on short routes may be said to be fairly commenced.

The steamer Idlewild is performing her trips to Port Huron on regular time, with no hindrance from ice.

The United States engineers are examining the Limekiln crossing to ascertain if ice has brought any boulders along the channel. Three were found, of prodigious size, and removed.

The captains and engineers of the Detroit and Cleveland steamers keep a log of each trip, noting definitely the amount of freight, the speed and steam pressure, and number of revolutions, which is handed to the manager at Detroit daily.

The tug Stranger has had a thorough overhauling this spring, and will engage in towing vessels.

Murphy Brothers, of this city, have dispatched to Lake Superior the crews of the tugs Gladiator and A. J. Smith, which will be fitted out and commence wrecking as soon as the ice will permit.

The steam barges, S. C. Baldwin and

Salina have been overhauled at the Detroit Drydock.

The schooner F. C. Leighton which was towed from Port Huron to this port, had rather a venturesome time while en route. The tug which had her in tow was compelled to abandon her three times in Lake St. Clair in order to open a passage through the ice.

The steamer Saginaw, sold a few days since, has been taken to an out of the way place, otherwise bone-yard, until wanted for service.

Captain Fred Hart has gone to Chicago, and will fit out the schooner Michigan, which he has sailed for several years.

A vessel has been chartered to take a cargo of sand from Point au Barque to Portage, Lake Superior, at $1 per ton, free in and out.

The steamer Pickup, Captain R. J. Gordon, is plying between Detroit and Marine City, calling at all landings, including New Baltimore. She leaves this port on Mondays, Wednesdays and Fridays at 9 a. m.

The steamer Atlantic arrived at Alpena Sunday evening, and it is now thought that there will be no longer hindrance in reaching thus far on Lake Huron.

The steamer City of Alpena is advertised to leave here for Mackinac (Wednesday) tomorrow morning.

The steamer Flora, of Grummond's line, leaves here to-night, and will get to Mackinac if possible.

The steamer City of Alpena, Captain Stewart, on her arrival at Alpena on Monday, was presented with a suit of colors by the citizens, in honor of adopting the name of that place.

The Lake Pilots' Aid Association hold their last meeting of the winter term at their hall this evening.

The scow J. N. Porter, with coal from Lorain, arrived yesterday, meeting with no delay on the voyage.

April 28.—The tug J. D. Williams passed up at 11:30 this morning from Buffalo, being the first boat through this spring.

Tug Record arrived last night from Cleveland, and leaves to-night for Bay City with two barges. HALL.

TOLEDO.

Special to the Marine Record.

The U. S. Light House steamer Hayes, has arrived from Detroit, and is setting the buoys in Maumee Bay.

The propellers Iron Age and consort Iron State, is expected here the latter part of this week to load coal for Milwaukee.

The propeller Tecumseh arrived from Detroit, Sunday, and is loading timber for Kingston.

The following vessels are loaded here waiting to make a start as soon as the ice permits:

For Ogdensburg—The schooners William Shupe, 16,000 bushels of wheat; A. J. Vickery, 19,100 bushels of wheat.

For Oswego—The schooner F. D. Barker, 21,000 bushels of wheat.

For Buffalo—The propeller W. T. Graves, 40,000 bushels of wheat; schooners R. Hallaran, 48,000 bushels of wheat; St. Peter, 23,000 bushels of wheat; E. R. Williams, 21,500 bushels of wheat.

The following vessels and barges loaded at the Columbus dock last week: Barge Alice Richards for Port Huron; propeller S. H. Johnson for Marine City; schooner Seamen for Detroit; barge Danube for Marine City, and scow Onward for Detroit.

The tug McKinnon arrived last night from Detroit with the barge A. H. Moss in tow, to load coal at the Ohio Central dock for Detroit.

The barge Emma arrived this morning from Sandusky to load coal for Port Huron.

The schooner F. J. King is on Gilmore's dry-dock, having her bottom calked and other sundry repairs.

The schooner Rival arrived here Saturday from Cleveland, being the first vessel to make a round trip this season.

The propellers A. L. Hopkins and Russel Sage, of the Wabash Lake Line, are loading wheat to-day for Buffalo, on through rates.

The tug M. A. Green, of T. H. T. Line, came out yesterday for the first time this season. She is painted up in good shape and is ready for the season's business.

J.

DULUTH.

Special to the Marine Record.

Lake freights from here are 3½c. on wheat for opening of the season. Vessel owners are now asking 3¾ to 4c., but shippers are not disposed at present to pay the higher figures.

The ice in and around the harbor broke up on Sunday, and was driven down the lake by a northwest wind, but subsequently it came back. The steamer R. G. Stewart began her regular trips to Agate bay. She reports but little trouble in passing the ice. Last year the first trip between these points was made four days later. R.

EAST SAGINAW.

Special to the Marine Record

April 28.—The barges B. M. Baker and Matilda of the P. Line, have the honor of being the first to load at this end of the river. They are loading for Cleveland, for Botsford.

The barge Fostoria, that is to be one of the new iron tug Record's tow, is to load this morning for Sandusky. The Record was built by the Globe Iron Works, of Cleveland, O., last year, and is to tow the Baker, Matilda, and the Fostoria, and is said to be one of the finest craft of her size on the lakes.

Carkin, Stickney & Cram's dredges are now at work finishing up their contract on Carrolton bar.

Captain James Bell, who sailed the Willie Browne last season, will pull the strings on the Standard for awhile.

Mr. Fred Line, agent for the Detroit Asbestos Company, is in the city covering the boilers of the propeller Porter Chamberlain and yacht Bessie M.

The steamer J. C. Licken, of Sebewaing, has been chartered by the Heisterman Island Club, to run between Bay Port and the Island the coming season.

The pile-driver men are kicking over a recent steam pile hammer cutting the price of driving from 75 cents to 40 cents. The hammer in question is the Cram patent.

Captain John N. Stewart took his barge, Mary Birckhead, to Bay City yesterday to load with lumber for Whitney & Tracy, of Toledo, O. The Birckhead will tow with the T. & S. T. propeller Tempest.

The barge Sylvia Morton is being used as a lighter for C. H. Plumber's Lumber Company.

The steamer L. G. Mason went in commission on Monday last, and is now making regular trips in connection with the steamer W. R. Burt between this city and Bay City.

Captain Sharpsten has purchased the schooner C. H. Lawrence of John Millerweiss; consideration $1,500.

Captain John Hochrath, of this city, who has sailed the M. line barge Fostoria for the past four seasons, received word yesterday that he had been promoted to master of the fine schooner P. S. Marsh, of Vermillion, O. The Marsh is owned by J. C. Gilchrist & Co., rates A 2, and is 543 tons burden and will trade between Bay City and Tonawanda, a consort of the propeller White & Friant. We congratulate "Honest John" on his good fortune.

Your correspondent was yesterday shown something new in the yacht line that has been built during the winter at Saginaw City by Mr. Bruno, the machinest. The craft in question is of ordinary construction, 37 feet keel, 47 feet over all, 7 feet beam, and 4 feet depth. Mr. Bruno's idea is to have the propeller wheel a little abaft of midships directly under the bottom of the boat whereby he expects to make 12 miles an hour. The wheel will be 44 inches in diameter and propelled by an improved marine engine 9x9. The boiler, which is being made by McGregor & Sons, is 5 feet high, 46 inches in diameter, of ⅜ Otis steel, and has 250 1½-inch flues. It is intended to carry 185 pounds of steam. An ordinary stern pipe and bearings have been put in, in case the new idea is a failure.

The barge Dolphin has had a number of new plank put in her port side during the week.

Captain Harry May, of the barge Star of the North has been busy fitting out and painting during the week, prior to going to Tawas for the season's business. The Star has been partially rebuilt during the winter and now presents a better appearance than ever.

Captain Robert Jedanisky will take Captain Hocherath's place on the barge Fostoria.

Dockwholloper's wages at present are 25 cents per hour and jobbers are loading boats for 15 and 16 cents per m. As soon as the fleet gets in a raise will be in order.

SHAW.

MT. CLEMENS.

Social to the Marine Record.

Navigation is open here and the first boat to leave this port will be the City of Mt. Clemens for St. Clair, on Wednesday, this week, with a cargo of brick for Oscoda, then with a cargo of lumber for Detroit.

The steambarge J S. Ruby is taking on a cargo of lumber for Cleveland, for Mr. G. J. Hendricks, and will leave this port the last of the week.

There is also a good deal of repairing and painting being done just now, as we have had very fine weather during the past week. The steamer Ida is having a new furnace placed under her boiler, and will be ready to go about May 1.

The most of the boats laid up here will not get away before May.

Captain Webb will command the towbarge Virginious for W. J. Daley the coming season. G. L.

CHICAGO.

Special to the Marine Record.

M. T. Coughlin, of this port, an experienced marine engineer of some 26 years standing, and well known on the lakes, is an applicant for the office of Supervising Inspector of the East District. He has paid a visit to Washington, where he had the honor of meeting President Cleveland and Secretary Manning, and his chances for the appointment look very favorable.

Captain Ed Williams has made the schooner M. E. Cook look A 1, and she is ready for sailing, jumping over breakwaters, or any other obstructions the wind and waves may compel her to encounter

Captain Gunyear, formerly of the schooner Flying Cloud, will sail the schooner Cuba.

Captain William Minter has purchased the steam yacht Ida. He will run her and the Daisy Day in the excursion business at the lake front during the season.

The following officers for steamers of the Goodrich Line were announced Monday, by Captain T. G. Butlin:

Steamer Sheboygan—Captain, E. W. Dorcey; chief engineer, John Smith; clerk, Henry Pates; steward, George Nelson. Steamer Chicago—Captain, B. Sweeny; chief engineer, W. E. Symons; clerk, John P. Arnett; steward, Gavin Watson. Steamer Muskegon—Captain, H. E. Stines; chief engineer, Joseph H. Covyeow; clerk, W. F. Humprey; steward, Frank Seger. Steamer Corona—Captain F. W. Spafford; chief engineer, D. E. Long; clerk, Frank A. Ross; steward, Thomas Wickham. Steamer Menominee—Captain, A. W. Rosman; chief engineer, M. Downer; clerk, B. B. Herbst; steward, James O'Hara. Steamer City of Ludington—Captain, John W. Gillman; chief engineer, Ray Flint; clerk, C. F. Canright; steward, P. E. Brannan. Steamer De Pere—Captain, John C. Raleigh; chief engineer, Henry Johnson; clerk, Walter D. Rosie; steward, Walter Whitcomb.

None of the captains of the Western Transit Company's steamships have arrived as yet, but the engineers are on board getting them ready for work.

Captain W. Robinson arrived on Monday to take command of the Union Line Steamship, H. J. Jewett, and to see to her and the other steamships of the company loading. He superintended the loading of the Rochester, at the Air Line Elevator, with 65,000 bushels of wheat on Monday, and will see to the loading of the Jewett and New York this week.

Lumber freights have been accepted as follows for dry lumber from dock to dock: From Muskegon, $1.25; from Ludington, $1.50; from Manistee, $1.62½; 12½ cents extra to go on market.

The schooner Ellen Spry was chartered Tuesday by Keith & Carr, with 38,000 bushels of wheat for Buffalo on private terms.

A large fleet of lumber schooners took their departure from this port on Monday for west side ports, but a heavy squall Monday night, and fears of the ice drove many of them to put back and seek shelter here Tuesday.

H. N. Jex, wrecker, Port Huron, arrived at this port Tuesday, and made a contract with Captain John Freer, of the schooner George A. Marsh, to bring along to Chicago 270 tons of pig-iron from Bailey's Harbor, a portion of the cargo of the schooner Christine Nielson, which went ashore last October.

The steambarge George Duntar arrived from Muskegon, Tuesday, and reports having come through some 50 miles of ice in a straight course from Muskegon to this port, some of the ice being very heavy.

The Graham & Morton Company's propeller Lora, arrived Tuesday, from Benton Harbor and St Joseph on her first trip, looking very smart. She will, for the present, make tri-weekly trips between this port and the above named ports, on Tuesday, Thursday, and Saturday, leaving Chicago at 11:30 o'clock p. m. Captain Edward Stines is in command, Neil Simmons, mate; J. Baldwin, engineer.

Captain A. Holliday will sail the schooner Orphan Boy; she has received new fore and main-masts, and a new main-sail, and has had a thorough overhauling and two coats of paint inside and out.

Captain J. W. Keighan arrived from Cleveland last Thursday. He is getting the schooner Our Son ready to start for Buffalo, with her load of 45,000 bushels of corn.

The steambarge Albert Soper, Captain J. Hogan, started on her first trip across the lake last Thursday. She has had her pilot house put forward since last season, and with her new horn and new coat of paint she looks first-class.

The Northern Michigan Line appointments are as follows:

Propeller Champlain—E. Casey, captain; J. McCaffery, engineer; E. Hall, clerk. Propeller Lawrence—George Thorpe, captain; S. S. Burk, engineer; H. Brennan, clerk.

The propeller, W. L. Wetmore, Captain George DeWolf, has had some repairs to her boiler and new ash pan, boiler-deck repaired and a new cover to her boiler-house.

The schooner Arctic, Captain Thomas Page, was the first schooner to arrive at this port this season. She arrived last Friday morning with a cargo of cordwood from Carrolton, Wis. She made a quick trip, having only started from this port the Tuesday previously. The schooner North Star, Captain A. J. Rice, was the second arrival; she arrived from Pentwater a few hours later with a load of shingles. The scow Restless, also from Pentwater with shingles, arrived in the evening of the same day.

The Vessel Owners' Towing Company's tugs will be managed by Geo. D. Kirkham, as last season, with the following appointments: Tug A. G. VanSchaick, George H. Jewell captain, Edward Stacy engineer; tug Rebel, Jas. Barry captain, Patrick Dira engineer; tug Satisfaction, James Inman captain, P. J. Navaugh engineer; tug Black Ball No. 2, Richard Brewer captain, Jas. Higgins, engineer. Tug E. P. Ferry, Jas. Schucknecht, captain; John Morris, engineer. Tug Protection, Edward Bowen, captain; Thomas Morely, engineer. Tug Union, Louis Groh, captain; Thos. Hogan, engineer. Tug M. Shields, Frank Anderson, captain; N. L. Crawford, engineer. Tug A. A. Carpenter, Jas. Shea, captain; Lewis Monroe, engineer. Tug Thos. Hood, Chas. McCarle, captain; Daniel Nolan, engineer; Tug J. V. Taylor, Patrick Hart, captain; Alex McLane, engineer.

The following named buoys will, by authority of the Light-house Board, be discontinued after this date:

Eighteen-foot black spar buoy and sixteen-foot red spar buoy entrance to Black river, Lake Huron.

Twenty-two-foot spar buoy, Point Abbage shoal, Lake Superior.

Sixteen-foot red spar buoy and sixteen-foot black spar buoy, Eagle Harbor reef, Lake Superior.

The sixteen-foot black spar buoy marking Sand Point, Lake Superior, will be replaced by a red buoy placed on the extreme end of the shoal, off Grand Island lighthouse.

John J. Culliton, of the firm of Culliton, Costello & Co., coal merchants, at the boat coaling dock, north pier, was drowned Tuesday morning between 9 and 10 o'clock, Mr. Culliton, accompanied by Mr. L. L. Moody, went out to the government breakwater to shoot ducks. They landed their hunting gear on the breakwater and started to set out decoys, and when but a short distance from the breakwater the boat capsized, throwing both gentlemen into the water, and Mr. Culliton sank before assistance arrived. A boat's crew from the schooner Geo. L. Boyce rescued Mr. Moody, who clung to the capsized boat. He was greatly exhausted, and was taken to the life saving station, where he was cared for and restored. Mr. Culliton was 28 years of age; he was born in Chicago, and was the son of a once prominent lake captain, and he was very much esteemed among vessel men. He leaves a widow and infant child to deplore his loss. The tug Prindiville was engaged all day searching for the body, and Frank Hill and Rosel Downer, sub-marine divers, made several descents to the bottom of the lake, and at about 5 o'clock, p. m., the body was found and taken to his late residence at No. 602, West Twelfth street. Many flags are at half-mast on the vessels in the harbor.

WILLIAMS.

FRANKFORT.

Special to the Marine Record

The steambarge Jois of Milwaukee, came in here for shelter on the 22d. She is the first arrival from across Lake Michigan to this port this spring. She loaded cordwood at Stark's pier for Milwaukee.

All the ice in the vicinity of Frankfort is gone. The shore steamers are making regular trips, and the tug Sharley Butler is running as a ferryboat in the harbor.

The tug Hannah Sullivan arrived from St. Joseph on the 21st, and is engaged in fishing, as is also the tug Jessie Slyfield.

The tug D. P. Hall is painted up and looks as slick as a new top, and is ready for towing with John Penfold, for captain, Theodore Engbring engineer, A. Morris lineman.

The State Fish Commissioner put two million small fish into Lake Michigan off this port yesterday.

The steamer George D. Sanford is commanded by Captain William P. Robertson, Charles Fowler clerk, and Mr. Flemming engineer.

The steamer I. M. Weston is commanded by Captain Thomas T Waters, Byron Beerman engineer, and W. Waters mate.

The Point Betsey life station crew, under keeper Thomas E. Matthews, will resume duty May 1st. CHARLES BURMEISTER.

ESCANABA.

The prospect for the opening of navigation is as yet very distant. The weather is mild, but the ice melts slowly. It looks as though the blockade would last for a couple of weeks yet. The mines are ready for shipping and the railway will put its summer arrangement in operation next week.

LUDINGTON.

The passenger steamboat John D. Dewar was launched on Saturday, making a fine appearance. She will be placed on the shore route to Pentwater. Her boilers and machinery are pronounced the best ever made.

CLAYTON.

Special to the Marine Record.

The steamer Juniata will have a new pilot house and forward cabin, which will be a fine improvement for hunting and fishing parties.

The steamer Jessie Bain is having false sides put on to make her stiffer.

Captain S. G. Johnson has been to Albany, N. Y., to order an engine and boiler for his new yacht.

Captain Will Hudson will have command of the steamer J. F. Maynard again this year.

Captain George Sweet is putting the steamers Maynard and Thorn in shape for summer travel.

Captain Wilber J. Vincent, who has sailed out of Oswego for the past few years has quit sailing.

William Consaul has given the schooner Cornelia a coat of paint, and will get her ready for sea as soon as navigation opens.

The steamer Magic will have a new wheel, and is being painted, and as soon as navigation opens will commence trips from Alexandria Bay to Cape Vincent, until the steamer St. Lawrence is ready.

Mr. Henry Rees' schooner Nena is all completed and painted.

Engineer Eugine Bastin, formerly part owner and engineer of the steamer Jessie Bain, has opened a shop for steam and gas fitting, for seamers, yachts, and hotels.

The ice at this point for the past few days has rotted very fast, a good southwest wind and the warm sun would clear out the river in front of the town. The channel is quite firm yet, and it will be a number of days before the river will be clear of ice.

B.

KINGSTON.

The following appointments are noted by the Kingston News:

Captain Thomas Boothman will be in command of the Myles again, with Thomas Hickey, who was on the Alma Munroe last year, as chief engineer.

Captain Wood, formerly of the Lake Michigan, succeeds the late Captain Burrows on the St. Magnus. Captain McGiffin goes again in the Canada, and Captain Malcolmson, owner of the Acadia, commands his own ship, as usual.

Mr. Oliver Petenaud, for some time chief mate on the Celtic, is now Captain Petenaud, and will be in command of the Lake Ontario. Captain Cavers again takes charge of the Celtic, with Mr. W. Petenaud as chief officer. Captain Williams, who was on the Lake Ontario last year, will occupy captain's cabin of a Tronto steamer this year.

The Hamilton Times says the Myles, St. Magnus, Canada, Acadia and Schicluna will be in the Western Express Line between Montreal and Lake Ontario ports and Lake Superior. The owners are figuring now for a big charter, which, if secured, will keep most of them busy all season.

MUSKEGON.

Navigation is open here. Seteambarge A. E. Wilds arrived, first of the season. There is about 180,000,000 feet of lumber piled on the docks here, and some of it will have to be shipped before the mills can do much cutting.

The Petrie Lumber Co.'s mill started up last week; also, Bertrand & Co.'s mill.

T. D. Stimpson has bought the steambarge Holland from Saginaw parties, and it will run between Muskegon and Chicago.

RACINE.

Large quantities of flour have been washed ashore at Racine and Kenosha. At the former place about 900 barrels went ashore, and off the latter port tugs and skiffs were engaged all day in picking it up, and a large quantity was landed. This flour is a part of the cargo jettisoned from the propeller Wisconsin, when she was crushed in the ice while in mid-lake a few weeks ago.

ST. IGNACE.

The weather has been warm for the past few days, and the ice is going very fast. The steamer Algomah makes regular trips across the Straits

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The Canadian minister of marine and fisheries, in his report for the year ending 30th of June, 1884, gives the following items: Bar Point lightship, cost of maintenance, $1,154.88; Bois Blanc lights, $838.92; George Campbell, maintenance of Colchester reef lightship, for season of 1883, $1,440; Duff & Gatfield services keeping signals at Lime Kiln crossing and showing depth of water during 1883, $500; advertising for tenders for the construction of a lighthouse on Colchester reef, $85.01, F. H. Conover, salary as lightkeeper at Leamington $150; Pelee Island light, $437; Point Pelee reef light, $558.50 and $429.13 for buoys on Bar Point and mouth of Detroit river.

Subscribe for the MARINE RECORD.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XIV.

In the preceding chapter an account is given of vessels in commission on the lakes immediately after the war of 1812 and during the years of 1816 and subsequently, up to 1820. Prior to this period steam had not been introduced on either of the lakes, although it is on record that a steamer called the Dalhousie was built in 1809 at Prescott, and was chiefly employed on the St. Lawrence, and also during the same period the Accommodation, which arrived at Quebec from Montreal, about November 5th of that year. Neither of these boats, however, come strictly within the province of the history which we have in hand. The latter boat, it may be stated, was seventy-five feet long. She had an open, double-spoked, perpendicular side wheel on each side, without any circular band or rim. To the end of each double spoke was fixed a square board, which entered the water and by the rotary motion of the wheel acted like a paddle. A mast was fixed in her and a sail, to be used when the wind was favorable. She was thirty-six hours performing the trip between the above points.

On the 6th of February, 1816, a petition from Charles Smith, David Boyd, Eri Lusher, Abraham Van Santvoord, John R. Degraff, and their associates, was presented to the New York legislature for the incorporation of an association, to be styled the Ontario Steamboat Company, with a capital of $200,000. A bill was prepared, and passed the house by a vote of 76 to 40, but did not become a law in consequence of the early adjournment of the legislature. On the 16th of August of the same year, Eri Lusher and Charles Smith became, by assignment of Degraff and Boyd, partners in the enterprise, and a boat was commenced at Sackett's harbor the same summer, after the model of the Sea Horse, which was then running on the Sound, near New York. She was 110 feet long, 24 feet wide, and 8 feet deep, measuring 237 tons. The boilers are said to have been 17 feet long and 3½ feet in diameter; a beam engine and cylinder of 20 inches diameter and 3 feet stroke, with a capacity of twenty-horse power; wheels, 11 feet 4 inches across.

Early in 1817 the steamer which was called the Ontario was completed, and made her first trip, being everywhere greeted with the most lively demonstrations of joy. Bonfires, illuminations, and mutual congratulations of friends bespoke the satisfaction with which this achievement was regarded, and the event was hailed as a new era in the commerce of the lakes. Captain Francis Mallaby, U. S. N., was her first master. Weekly trips from Ogdensburgh to Lewiston were first attempted, but on the 1st of July, 1817, the owners advertised that, finding the trip of about six hundred miles too extensive to be performed within that time, it would be altered to ten days. The fare through was fifteen dollars. The Ontario continued to run, seldom exceeding five mile per hour, until 1832, when she was broken up at Oswego. The Ontario was the first steamer built on a water subject to a swell, and therefore determined that interesting problem. During her career she was commanded by Captain R. Hugurien, in 1823 and by Captain P. Ingalls, in 1827, respectively, one or more years each. The rates of passage during her latter years were: From Genesee River to Youngstown or Lewiston, $4; from Genesee River to Sackett's Harbor, $5; forward cabin passengers, with board at three-quarters of the above prices. Her agents in 1823 were Jackson Meach & Co., Rochester; Joseph Davis, Genesee River; John Philips, Youngstown; Wm. Hotchkiss, Lewiston; A. Cram & Co., Sackett's Harbor. In 1827 the agents were: C. Hotchkiss, Lewiston; O. Hathaway, Youngstown; J. G. Hanford, Hanford's Landing; Alvin Bronson and Matthew McLain, Oswego; P. Butterfield, Sackett's Harbor; Ainsworth & Lee, Cape Vincent; A. Chapman & Co., Morristown, and John C. Bush, Ogdensburgh.

The steamer Frontenac was built at Frontenac (now Kingston), Canada, soon after the Ontario, and commenced plying in 1818, was 500 tons burden, and was the first Canadian steamer on the lakes. As was the case on the Ontario, the Frontenac had no guards except at her wheels, carried three masts, painted black, and presented much the appearance of an ocean steamer, but carried no yards. She was commanded by Captain McKenzie, who sailed her during her existence, which ended in 1828. Asahel Roberts was the ship carpenter who built the Ontario and Gildersleeve was builder of the Frontenac.

Above Niagara Falls, during the winter of 1818, the building of the Walk-in-the-Water was commenced at or near lower Black Rock, on the Niagara river. She left on her first voyage from Black Rock, N. Y., for Detroit in August of that year, and arrived on the 27th, after a passage of five days, commanded by Captain Job Fish, with twenty-nine passengers on board. Her license and enrollment were dated August 22, 1818. Her second arrival at Detroit was on September 7, of the same year, having on board thirty-one passengers, including the Earl of Selkirk and suite, destined for the far northwest. She was the first steamer to visit the waters of Lake Michigan to Green Bay, which was in July, 1819, commanded by Captain Jedediah Rogers. As has been frequently recorded she ended her career on the night of November 1st, 1821, while yet in command of Captain Rogers, having on board eighteen passengers beside officers and crew, none of whom were lost. The Walk-in-the-Water was 342 tons burden, with low pressure, cross-head engine, and a speed of five miles an hour.

With reference to our steamboat history thus far, no allusion has been made to those built at Montreal and plying thereabout, aside from the Accommodation above referred to. It may not be out of place at this juncture to make mention of others built there, as follows: 1812, steamer Swiftsure; 1814, steamer Malsham; 1816, steamer Car of Commerce; 1817 steamer Lady Sherbrook; 1817, steamer Caledonia; 1817, steamer Telegraph; 1818, steamer New Swiftsure; 1818, steamer Quebec 1st. All in due course of time were broken up.

On Lake Ontario following the steamboat Ontario was the steamer Sophia, of 75 tons, built at Sackett's Harbor, Captain Rhodes being her first commander. Her career was a brief one, and eventually she was broken up.

At Kingston, Canada, the steamer Charlotte, of 150 tons burden, was built in 1818. She was the first steamer to ply on the Bay of Quinte, going from Prescott to the head of that Bay.

The Dalhousie, built in 1819, was the third steamer built on the Canada side of Lake Ontario, at Kingston, by Henry Gildersleeve, ship carpenter, and plied on the same route as the steamer just noted.

The Martha Ogden was the fourth steamer built on the American side of Lake Ontario, commenced plying in 1825, was first sailed by Captain Daniel Reed, and in 1830, by Captain James Van Cleve, now a resident of Sandwich, opposite Detroit, and the only one of the lake veterans of that period. It may also be stated that Captain VanCleeve was purser of the Ontario, above noted, during several years of her running. The Ogden was wrecked in 1832, at Stony Point while in command of Captain Wm. Vaughan. She had left Oswego on the afternoon of November 12th of that year, and was soon afterward struck by a heavy gale from the southwest. Being unable to return to that port, she was headed for Sackett's Harbor. In the meantime, having sprung aleak, her fires were put out, when her sails were resorted to. Unable to double Stony Point, both anchors were cast into 8½ fathoms of water, which held her from 4 until 11 p. m., when they parted and she stranded in ten feet of water. There were on board twenty-two passengers and a crew of six. With much peril a man succeeded in reaching the shore, eight rods distant, when, by the assistance of people on shore, a line was extended from the boat to the land, and the whole company on board were safely drawn ashore in a three bushel basket, rigged upon the line with a Dutch harness. Captain Vaughan was the last one to leave the wreck, which went to pieces during the day. She was 150 tons burden, owned by S. & L. Dennison, of Sackett's Harbor, and proved a total loss. The disaster occurred at Nutting's Bay, on the coast of Henderson.

During the year 1816, and the three following seasons, there were plying on the British side of Lake Ontario, among others not necessary to enumerate, between Fort George (now Niagara) and York (Toronto) the schooners Crazy Jane, Catherine, and Asp, transporting freight and passengers. Serlo Langsdon, Wm. Lyons and William Fish were respectively agents at Queenston, and Fort George. The boats averaged two trips per week.

The principal points where steamers and vessels were constructed on the Canada side of that lake, during that early period, was Kingston, Toronto, Fort George, Queenston, Prescott, and Brockville, up to 1828, and on the American side, Sackett's Harbor, Ogdensburg, French Creek, and Brownsville, up to 1834.

The bay is clear at Erie and there is lots of clear water outside. The Anchor Line Company has commenced taking freight for the upper lake trade.

CHICAGO INTERESTS.

Special Correspondence to the Marine Record:

CHICAGO, April 27.

MILLER BROTHERS' DRY DOCK.

The steambarge Annie Laura was in dry dock for a new stern bearing; the barge Alert had her bottom calked; the schooner Sam Flint, loaded with 35,000 bushels of corn, to get a leak stopped; the steambarge Ida M. Torrent for repairs to her stern post and stern bearings; the steamship Wm. Edwards for a new wheel; schooner G. Ellen for some new ceiling and frames forward, and outside planking; the schooners B. F. Wade, Annie Dall and Major Ferry for calking; the steambarge Fayette, for a general overhauling; she also had her cabin changed from aft to forward which makes her draw 1½ feet less water aft and 5 inches more forward, and greatly improves her trim, and she will carry 50,000 feet of dry lumber more than before. The schooner Windsor has had new rail, stanchions, hatches, and calking, and had her cabin enlarged. The propeller St. Joseph has received a new smoke stack and some repairs to her arches; the barge Mantenee is getting a new stern, and repairs to her cabin.

CHICAGO DRY DOCK'S COMPANY.

Commodore A. J. Fisher's schooner-yacht Idler, Captain Edward Coley, is in dry dock; she will get a new center board box, and a thorough overhauling inside and out. The schooner-yacht Argo, owned by Mr. Taylor, of the Chicago Yacht Club, is in for overhauling, calking and painting; the cutter Una, owned by Secretary H. Duvall, of the Chicago Yacht Club, is in for overhauling, calking, and painting; the schooner Eva Fuller, was in for bottom calking; the schooner Wm. Jones, for a piece of new keel and calking; the E. T. Judd, and tugs Alert and Mariel for calking; the propeller H. D. Coffinberry is having her top-sides calked; the propeller H. E. Packer some calking; the schooner S. J. Luff a new jibboom; the schooner L. B. Shepard, a new fore-boom; the schooner J. Marks, a new windlass.

BOAT BUILDING.

Thomas Bageley, yacht and boat builder, has been doing a large amount of work since the commencement of the year. He has built 4 steam yacht hulls, 33 feet long, 7½ feet beam, 3 feet hold, for C. P. Willard & Co., of this city; four 16 feet Whitehall cedar row boats for the Denver & Rio Grande R. R. Co., Dakota; one 16 feet Whitehall cedar row boat for the Newton Wagon Company, Batavia, Ill.; a large fishing boat 30 feet long, 9 feet beam, 3 feet 4 inches deep, for Hostlar Brothers, South Chicago; a wash strake boat, 18 feet long, for the Milwaukee Shipyard Company for their new steambarge; a yawl, 22 feet long, for R. Fitzgerald, Milwaukee; two clinker life boats, and one 16 feet, Whitehall cedar row boat for Captain T. W. Kirby, Grand Haven; one 22 foot, double-ended, wash strake boat for the steambarge Boscobel; one 16 feet Whitehall cedar row boat for Leon Hallar, Indianapolis, and several yawl boats for sale. He is about to build for the life saving station on North Manitou island, a Macinac supply and mail boat, 30 feet long, 8½ feet beam, 3 feet deep, sharp at both ends, of cedar planking, oak frame. She will be schooner-rigged; one 18 feet, Whitehall cedar boat for Philip Herzog, Minneapolis; two 25 feet, double scull race boats with sliding seats for the Farragut Boat Club, Chicago.

UNION TUG LINE.

The following are the appointments of the Union Tug Line, of which William Harman is manager: Tug O. B. Green, Frank Jacobs captain, John Woodruff engineer; tug Mary McLane, James Melody captain, George McLane engineer; tug Success, Jos. Everett captain, Austin Gibbons engineer; tug Tom Brown, John Sweeney captain, H. Casselman engineer; tug Monitor, Fay Lyman captain, F. Begole engineer; tug R. Prindiville, Louis Brockway captain, John Styles engineer; tug Alert, Wm. J. Ritchie captain, Wm. Murphy engineer; tug Mentor, John Sample captain; tug Lorena, appointments to be made.

DUNHAM'S LINE.

The following appointments have been made for Dunham's Towing and Wrecking Company: Tug T. T. Morford, C. E. Moody, captain; John Williams, engineer. Tug A. Mosher, J. R. Sinclair, captain; Jas. R. Pyne, engineer. Tug A. Miller, John Ferguson, captain; George Brabant, engineer. Tug G. W. Gardner, A. C. Johnson, captain; Jos. Decelle, engineer. Tug R. Dunham, Chas Roach, captain; C. McElroy, engineer. Tug Uncle Sam, Stephen Green, captain; Edward Seal, engineer. Tug J. C. Ingram, G. McDonald, captain; Jos. Richards, engineer. Tug Thielcke, Thos. Johnson, captain.

The appointments to Dunham's fleet of schooners are as follows: Pensaukee, Captain O. E. Larsen; Lottie Wolf, Captain Henry Moore; A. Mosher, Captain J. F. McCarthy; Moses Gage, Captain K. Johnson; F. J. King, Wm. Griffin.

L. M. AND L. S. TRANSPORTATION COMPANY.

Propeller Peerless, Captain Allan McIntyre; Wm. Conley, engineer. Propeller City of Detroit, Captain Lyman Hunt; Henry Chalk, engineer. Propeller City of Fremont, Captain E. M. Smith, Wm. Ponsonby, engineer. Propeller J. L. Hurd, Captain H. C. Page; Wm. Lalande, engineer. Propeller Jay Gould, Captain H. R. McCauley; S. W. Armstrong, engineer. Propeller J. R. Whiting, Captain J. McCarthur. Schooner Guiding Star, Captain L. C. Cole.

WILLIAMS.